

61, Elmete Avenue,  
Sherburn-in-Elmet,  
North Yorkshire,  
LS25-6EH.

18<sup>th</sup> January 2012

Dear Sir,

I am writing to register my comments about the latest LDF plan which began consultations on 5<sup>th</sup> January 2012

I have five points to make, and below I list the points.

1. The logic behind diverting extra houses to Sherburn (all on green land), because it would be wrong to use green land around Tadcaster, is perverse and a convenient slant on the rules. There is brown land in Sherburn not in the plan for building, so what is different in Tadcaster? Could it be that the land owner in Tadcaster who is unwilling to sell brown land is the very same person who owns the large building company which has options on all the green land in Sherburn, now proposed for 1000 new houses? How about some initiative more in the interests of local residents, and a stronger grip on wise strategic directions?
2. To build all Sherburn houses on the eastern fringes ("because it is near the ring road") is misguided, and takes no account of real world traffic flows, having been decided without reference to any traffic survey facts. Most commuters go towards Leeds and will choose (as I did) to use the B1222 or Sir John's Lane, for access towards Leeds, thereby traversing the already congested village centre, and not using the Sherburn ring-road as suggested in the plan. The B1222 is also already heavily used by commercial vans from the growing industrial estate, for the same reasons of convenience. Housing should be distributed across eastern and western areas of the village, not concentrated in one place.
3. There is no evidence of co-ordination with adjoining authorities, as required by the regulations; and this is particularly relevant. Sherburn has an unusually high proportion of distance commuters and is a border community. There are nearby areas like Castleford with brown land for thousands of houses, closer to motorway links, whilst merely 8 miles from Sherburn, and also closer to employment centres like Leeds.

4. There is no evidence from plans that any consideration has been given to new link roads to the Sherburn ring-road. The current Redrow application for another 400+ houses specifically avoids providing any new link. The current sole link already has an overloaded roundabout on the ringroad bearing intense HGV traffic quite apart from commuters. There are rumoured plans to almost double the industrial estate which is feeding this roundabout? Traffic plans must surely be better integrated into the overall plan, or the already congested and overloaded Sherburn centre will face years of chaos?
  
5. The infrastructure of Sherburn has been neglected for decades, in a disgraceful way. It is unclear whether this reflects political agendas, incompetence, or is the inevitable fate of a Leeds commuter town in Selby district. The condition of footpaths, verges, illegal signage, and roads are all allegedly audited regularly, but only road potholes receive any of the attention claimed in SDC paperwork systems. Standards throughout are way below what would be tolerated in Selby centre, the only larger urban area in the district? The audits paperwork which I have seen bears no resemblance at all to reality on the ground. I can provide precise detail of the careless decay tolerated in Sherburn by SDC, upon request. Another 1000+ houses and a much larger industrial estate surely demand a concerted strategy and plan to develop infrastructure to match? How about spending some of the ca£100,000 allegedly donated by Redrow / Persimmon for community work, during their current building programme?

Yours Faithfully,

Mr John Stuart Cook